

**Cedar Lane Road**  
**SM-913**  
**St. Mary's County**  
**Leonardtown vicinity**  
**18<sup>th</sup> century**  
**Public**

Cedar Lane Road is an inland road that extends 2.4 miles northeast from Leonardtown along a relatively level plateau between two streams. The 21-foot-wide roadway features two asphalt-paved lanes and a relatively straight alignment with only occasional directional changes. The road passes through an intact agricultural setting where open cultivated fields are interrupted by occasional stands of trees. Only one previously documented historic property is visible from the roadway, although a number of late 19<sup>th</sup>- and early 20<sup>th</sup>-century farmsteads exist along its length.

Cedar Lane Road is significant as an 18<sup>th</sup>- and early 19<sup>th</sup>-century route to the county government at Leonardtown. Historic maps suggest that in the 18<sup>th</sup> and early 19<sup>th</sup> centuries, it was the primary road connecting Sotterley plantation and wharf (MIHP #SM-7) and other points along the Patuxent River and Three Notch Road with the county seat at Leonardtown. In the mid-19<sup>th</sup> century, as a result of changes to the road network at the north end of Cedar Lane Road, Hollywood Road became the primary route north from Leonardtown. During the first half of the 20<sup>th</sup> century, the state of Maryland funded and directed numerous road construction and improvement projects, but these generally bypassed or overlooked Cedar Lane Road in favor of other routes. As a result, from the mid-19<sup>th</sup> century through the 20<sup>th</sup> century, Cedar Lane Road was a rural secondary road primarily used by local farmers to reach wharves, retail and trade establishments, political centers, and social and cultural institutions.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. SM-913

### 1. Name of Property (indicate preferred name)

historic Cedar Lane Road (preferred)

other County Route 30223

### 2. Location

street and number Election District No. 3, Runs SE from St. John's Rd. to Route 5 (Point Lookout Rd)    not for publication

city, town Leonardtown    X vicinity

county St. Mary's County

### 3. Owner of Property (give names and mailing addresses of all owners)

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200 x1300

city, town Leonardtown state MD zip code 20560

### 4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map tax parcel tax ID number

### 5. Primary Location of Additional Data

- Contributing Resource in National Register District  
       Contributing Resource in Local Historic District  
       Determined Eligible for the National Register/Maryland Register  
       Determined Ineligible for the National Register/Maryland Register  
       Recorded by HABS/HAER  
       Historic Structure Report or Research Report at MHT  
       Other:

### 6. Classification

| Category                  | Ownership             | Current Function                 | Resource Count   |
|---------------------------|-----------------------|----------------------------------|--|
| <u>      </u> district    | <u>  X  </u> public   | <u>      </u> agriculture        | Contributing   |
| <u>      </u> building(s) | <u>      </u> private | <u>      </u> commerce/trade     | <u>      </u> 0  |
| <u>  X  </u> structure    | <u>      </u> both    | <u>      </u> defense            | <u>      </u> 0  |
| <u>      </u> site        |                       | <u>      </u> domestic           | <u>      </u> 1  |
| <u>      </u> object      |                       | <u>      </u> education          | <u>      </u> 0  |
|                           |                       | <u>      </u> funerary           | <u>      </u> 1  |
|                           |                       | <u>      </u> government         |  |
|                           |                       | <u>      </u> health care        |  |
|                           |                       | <u>      </u> industry           |  |
|                           |                       | <u>      </u> landscape          | Noncontributing  |
|                           |                       | <u>      </u> recreation/culture | <u>      </u> 0 buildings  |
|                           |                       | <u>      </u> religion           | <u>      </u> 0 sites  |
|                           |                       | <u>      </u> social             | <u>      </u> 0 structures   |
|                           |                       | <u>  X  </u> transportation      | <u>      </u> 0 objects  |
|                           |                       | <u>      </u> work in progress   | <u>      </u> 0 Total  |
|                           |                       | <u>      </u> unknown            |  |
|                           |                       | <u>      </u> vacant/not in use  |  |
|                           |                       | <u>      </u> other:             |  |
|                           |                       |                                  | Number of Contributing Resources<br>previously listed in the Inventory |
|                           |                       |                                  | <u>      </u> 0  |

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## 7. Description

Inventory No. SM-913

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### Condition

|  |                                       |
|--|---------------------------------------|
| <input type="checkbox"/> excellent       | <input type="checkbox"/> deteriorated |
| <input checked="" type="checkbox"/> good | <input type="checkbox"/> ruins        |
| <input type="checkbox"/> fair            | <input type="checkbox"/> altered      |

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Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

### Summary Description

Cedar Lane Road is an inland road that extends 2.4 miles northeast from Leonardtown along a relatively level plateau between two streams. The 21-foot-wide roadway features two asphalt-paved lanes and a relatively straight alignment with only occasional directional changes. The road passes through an intact agricultural setting where open cultivated fields are interrupted by occasional stands of trees. Only one previously documented historic property is visible from the roadway, although a number of late 19<sup>th</sup>- and early 20<sup>th</sup>-century farmsteads exist along its length.

### Location

Cedar Lane Road in St. Mary's County extends north from the east side of the county seat at Leonardtown. The inland road runs from State Route 5 (Point Lookout Road) on the south to St. John's Road, near State Route 245 (Hollywood Road), on the north. Because it retains the most historic integrity, the section of road between Cedar Lane Road's intersection with Blacksmith Shop Road and St. Johns Road was surveyed; the short segment between Point Lookout Road and Blacksmith Shop Road was omitted. This portion is approximately 2.4 miles in length and it was selected.

### Detailed Description

#### *The Roadway*

Cedar Lane Road is an asphalt-paved, local route that measures 21 feet in width. The travelway contains two lanes, one in each direction, that are marked by a double yellow line painted down the center and white painted lines on either side of the road. The asphalt is in good condition throughout.

The road's horizontal alignment is characterized by straightaways with occasional directional changes. The one exception is a significant curve near the road's terminus at St. John's Road. Its vertical alignment responds to the moderately hilly topography with gentle ascents and descents. The road starts at an elevation of 98 feet above sea level and ends at 130 feet with several minor dips and rises between. It predominantly sits at grade with intermittent, low embankments on either side.

The road has a low-pitched crown throughout its length. Short, asphalt curbs exist on the western side of the road near the intersection with Blacksmith Shop Road, but there is no curbing or formal guttering on the remaining roadway. There is a low, triangular, asphalt median with multiple traffic warning signs located at the intersection of Blacksmith Shop Road. Several culverts, constructed of either metal or concrete piping, cross beneath the roadway. These culverts are in place for what appears to be seasonal drainage, rather than to service established waterways.

#### *The Right-of-Way*

Shallow, informal swales exist on either one or both sides of the length of the Cedar Lane Road. The driveways that extend from Cedar Lane Road are dirt or gravel, the exception being the driveway located approximately one mile north of the intersection of Cedar Lane Road and Blacksmith Shop Road. The driveway extends northeast from Cedar Lane Road and is asphalt-paved. Several abandoned driveways also extend from Cedar Lane Road. These segments may be abandoned farm roads or driveways to now vacant houses. There is a gravel and sand turnoff on the west side of the road, approximately one half mile from its intersection with Blacksmith Shop Road.

Electric and telephone utility lines, strung on pine poles, appear intermittently along either side of the road until approximately 0.75 miles before the intersection with St. John's Road, at which time they appear on both sides of the road. Recent speed limit, traffic

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. SM-913

Name Cedar Lane Road  
**Continuation Sheet**

Number 7 Page 1

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control (stop) signs, warning signs, and street name signs appear intermittently within the right-of-way. These consist of standard reflective metal signs mounted to square wood posts.

### *The Setting*

Cedar Lane Road traverses a rural area characterized by agricultural fields and bounded by wooded tree lines. Land use patterns along Cedar Lane Road include both residential and agricultural uses, including farming and grazing. The majority of the residential construction occupies the north end of the road, while the southern two-thirds of the road are dominated by agricultural use. The farmland is dotted with small clusters of associated agricultural buildings from the late 19<sup>th</sup> and 20<sup>th</sup> centuries, including barns, silos, and farmhouses. The farm-related structures are usually set back significantly from the road, except for the farm buildings that stand approximately one half mile north of the road's intersection with Blacksmith Shop Road. This cluster of buildings sits adjacent to the road. The more heavily settled, northern portion of the road consists of late 20<sup>th</sup>-century residential construction interspersed with a few early to mid-20<sup>th</sup>-century houses. These houses range from one to two stories in height and are mostly of frame construction with some exhibiting what is likely brick veneer.

The majority of vegetation along the road consists of tilled agricultural fields bordered by natural wooded forests. Seven tenths of a mile from the road's northern terminus, there is a formally planted row of staggered cedar trees along the east side of a long, dirt driveway. The trees likely date to the early 20<sup>th</sup> century. Other intermittent landscaping occurs near structures, property boundaries, and along the road. These plantings mainly consist of evergreen trees, as opposed to the deciduous trees that make up the wooded areas that are visible in the distance.

There is one property visible from the roadway that has been previously surveyed and included on the Maryland Inventory of Historic Properties (MIHP). Ellenborough (MIHP# SM-68) is a circa 1806, two-story, frame and masonry building. The house is located on the north side of Cedar Lane, approximately one half mile from the intersection with Point Lookout Road. Accessed by Ellenborough Lane, the house is set back from the road and faces an expansive tilled field. The home was constructed by Joseph and Susanna Reeder Harris and occupied by their son, Congressman Benjamin Gwinn Harris, until his death in 1895. The house was then acquired by the Mattingly Family and, later, by the Abell Family.

High power tension lines strung on metal support structures cross Cedar Lane approximately 0.70 miles from the road's northern terminus. A communications tower is located northwest of the road, just north of the terminus of Ellenborough Lane. The metal frame structure is surrounded by wooded forest, but is visible above the trees. To the west, there is a water tower, set back significantly from Cedar Lane Road, but within the viewshed.

## 8. Significance

Inventory No. SM-913

| Period  | Areas of Significance                           | Check and justify below                               |   |   |
|---|---|---|---|---|
| <input type="checkbox"/> 1600-1699            | <input checked="" type="checkbox"/> agriculture | <input type="checkbox"/> economics                    | <input type="checkbox"/> health/medicine        | <input type="checkbox"/> performing arts                |
| <input checked="" type="checkbox"/> 1700-1799 | <input type="checkbox"/> archeology             | <input type="checkbox"/> education                    | <input type="checkbox"/> industry               | <input type="checkbox"/> philosophy                     |
| <input checked="" type="checkbox"/> 1800-1899 | <input type="checkbox"/> architecture           | <input type="checkbox"/> engineering                  | <input type="checkbox"/> invention              | <input checked="" type="checkbox"/> politics/government |
| <input checked="" type="checkbox"/> 1900-1999 | <input type="checkbox"/> art                    | <input type="checkbox"/> entertainment/<br>recreation | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion                       |
| <input type="checkbox"/> 2000-                | <input type="checkbox"/> commerce               | <input type="checkbox"/> ethnic heritage              | <input type="checkbox"/> law                    | <input type="checkbox"/> science                        |
|   | <input type="checkbox"/> communications         | <input type="checkbox"/> exploration/<br>settlement   | <input type="checkbox"/> literature             | <input type="checkbox"/> social history                 |
|   | <input type="checkbox"/> community planning     |   | <input type="checkbox"/> maritime history       | <input checked="" type="checkbox"/> transportation      |
|   | <input type="checkbox"/> conservation           |   | <input type="checkbox"/> military               | <input type="checkbox"/> other: _____                   |

|                           |   |                          |         |
|---------------------------|---|--------------------------|---------|
| <b>Specific dates</b>     | 18 <sup>th</sup> through 20 <sup>th</sup> century                   | <b>Architect/Builder</b> | Unknown |
| <b>Construction dates</b> | 18 <sup>th</sup> century with 20 <sup>th</sup> century improvements |                          |         |

Evaluation for:

☐ National Register      ☐ Maryland Register      ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### Summary Statement of Significance

Cedar Lane Road is significant as an 18<sup>th</sup>- and early 19<sup>th</sup>-century route to the county government at Leonardtown. Historic maps suggest that in the 18<sup>th</sup> and early 19<sup>th</sup> centuries, it was the primary road connecting Sotterley plantation and wharf (MIHP #SM-7) and other points along the Patuxent River and Three Notch Road with the county seat at Leonardtown. In the mid-19<sup>th</sup> century, as a result of changes to the road network at the north end of Cedar Lane Road, Hollywood Road became the primary route north from Leonardtown. During the first half of the 20<sup>th</sup> century, the state of Maryland funded and directed numerous road construction and improvement projects, but these generally bypassed or overlooked Cedar Lane Road in favor of other routes. As a result, from the mid-19<sup>th</sup> century through the 20<sup>th</sup> century, Cedar Lane Road was a rural secondary road primarily used by local farmers to reach wharves, retail and trade establishments, political centers, and social and cultural institutions.

### Historical Narrative

Cedar Lane Road likely developed during the 18<sup>th</sup> century in tandem with the settlement at Leonardtown, which is located at the head of Breton Bay. Leonardtown has been the site of the county government since 1708, and the town itself was laid out in 1728. Leonardtown's role as a political center within the county contributed to the development of roads north from Leonardtown through the interior of the county to the Patuxent River. After 1747, Leonardtown was also the site of one of several official tobacco inspection warehouses, giving residents another reason to travel to the town. Cedar Lane Road is one of the two major roads that historically connected the interior and northern parts of the county to the courthouse and tobacco warehouse at Leonardtown. Although it is not listed as a public road in the 1802 county road book, its presence is suggested in a description of public roads in the second road division in Lower Newtown Hundred. This description mentions "where the road forks at Mr. Reeder's," a reference to the intersection between Cedar Lane Road and Route 5. Ellenborough (MIHP #SM-68), which was owned by Thomas and Elizabeth Reeder in 1802, stands at the northwest corner of that intersection.

The location of Cedar Lane Road reflects the influence of geography on road development in St. Mary's County. At its southern end, Cedar Lane Road historically intersected with the main road that led west across Town Run into Leonardtown. By intersecting with this road, it and several other roads from the southeastern part of the county crossed Town Run at a single point, averting the need for multiple bridges over the waterway. The location of waterways also influenced the route that Cedar Lane Road took north of Leonardtown. It lies on a ridge located east of Town Run, near the headwaters of its tributaries. This location avoided the necessity of crossing the numerous creeks that fan out from Town Run, and the location on high ground made the road less prone to flooding. Geography also explains the existence of two parallel roads leading into Leonardtown from the north. Cedar Lane Road lies to the east of Town Run, while the other (Hollywood Road) traverses a ridge to the west of Town Run.



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. SM-913

Name Cedar Lane Road

### Continuation Sheet

Number 8 Page 1

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An 1835 map showing the topography and major roadways in St. Mary's County indicates that Cedar Lane Road was then part of the main route from Sotterley (MIHP #SM-7) to Leonardtown. Sotterley was the 18<sup>th</sup>-century home of the Bowles and Plater families, both of which included men who were prominent in state and local government. It was also the site of a wharf in the 18<sup>th</sup> and 19<sup>th</sup> centuries. By 1865, Hollywood Road overtook Cedar Lane Road as the main route from Sotterley and other points along the Patuxent River to Leonardtown. The development of an east-west road linking Cedar Lane Road to Hollywood Road north of the head of Town Creek played a key role in shifting traffic to Hollywood Road. (A road notice in the 4 May 1854 issue of the *St. Mary's Beacon* may refer to the laying out of this road; further research is needed to ascertain the location of the road described in the notice.) The establishment of this road linked Hollywood Road to the road leading north towards Sotterley. Since Hollywood Road passes through the heart of Leonardtown, it became the primary route leading north towards Three Notch Road and the Patuxent River.

Between 1865 and 1900, Cedar Lane Road was a rural secondary route that farmers relied upon to reach churches, a blacksmith shop at the southern end of the road, steamboat wharves, and other markets for their produce. Intersecting roads at the northern and southern ends of Cedar Lane Road led to churches such as St. John's Roman Catholic Church and Our Lady's Chapel on Medley Neck Road; to steamboat landings on Breton's Bay and on the Patuxent River; and to Hollywood, a growing inland community on Three Notch Road. In the late 19<sup>th</sup> century, a small collection of buildings emerged at the convergence of roads at the southern end of Cedar Lane Road. By 1865, a blacksmith shop stood near its intersection with present-day Blacksmith Shop Road. An 1877 newspaper article described the area as "a most important one, as every road leading from the lower section of our county converges into this before reaching into the town."<sup>1</sup>

Because inland farmers relied upon roads to transport crops to local markets, during the late 19<sup>th</sup> century, agricultural organizations in St. Mary's County pressured the local government to improve road conditions. The condition of the roads near the southern end of Cedar Lane Road attracted attention in the 1870s and 1880s. In 1877, the owner of Ellenborough drew praise for draining, ditching, and surfacing the road near his house. In 1885, A.F. Fenwick, Sr., sued the St. Mary's County Commissioners for damages after his ox died in an accident caused by poorly maintained roads east of Leonardtown.

The development of the state road system in the early 20<sup>th</sup> century reinforced Cedar Lane Road's 19<sup>th</sup>-century status as a secondary rural route. In the 1910s, the construction of State Route 5 separated the southern end of Cedar Lane Road from the convergence of roads leading from the southeastern sections of the county into Leonardtown. Rather than follow the path of the existing road that led east from Leonardtown, the new state route swung south, bypassing the intersection with Cedar Lane Road. The intersection between Cedar Lane Road and Blacksmith Shop Road is in roughly the same location as the original intersection between Cedar Lane Road and the main road east of Leonardtown. In the early 1930s, Saint Andrews Church Road (State Route 4) was re-configured to intersect Route 5 southeast of Cedar Lane Road; as a result, most of the traffic along that road no longer passed the intersection with Cedar Lane Road. By 1925, Hollywood Road (Route 245) was part of the state road system, solidifying its position as the primary route from Leonardtown to Hollywood and Three Notch Road (Route 235).

Because it was a secondary rural route, Cedar Lane Road was slow to benefit from the state- and federally-funded road improvements of the early 20<sup>th</sup> century. By 1939, the entire road was graded and drained, and the northern and southern portions were covered in loose road metal of either gravel or shell. Although it likely saw some improvements in the ensuing twenty years, by 1959, it still did not meet the standards for a "surfaced secondary highway."

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<sup>1</sup> "The Improvements of Ellenborough Hill," *St. Mary's Beacon*, 14 June 1877.

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## 9. Major Bibliographical References

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Inventory No. SM-913

*See continuation sheet.*

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## 10. Geographical Data

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Acreage of surveyed property approximately 5.7 acres  
Acreage of historical setting approximately 400 acres  
Quadrangle name Hollywood

Quadrangle scale: 1:24,000 (7.5 minute)

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### Verbal boundary description and justification

The surveyed area encompasses the roadway and right-of-way, which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. The acreage of the survey area is based on the road's length and approximate width. The acreage of the historic setting encompasses the viewshed from the road and is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, Maryland's online GIS-based mapping system, which includes an area measurement tool. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the acreage of the historic setting.

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## 11. Form Prepared by

---

|                 |   |           |               |
|-----------------|---|-----------|---------------|
| name/title      | Melanie Macchio, Architectural Historian, and Evelyn D. Causey, Historian |           |               |
| organization    | History Matters, LLC  | date      | June 30, 2006 |
| street & number | 1502 21 <sup>st</sup> Street, NW, 2 <sup>nd</sup> Floor                   | telephone | 202-223-8845  |
| city or town    | Washington  | state     | DC            |

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. SM-913

Name Cedar Lane Road

### Continuation Sheet

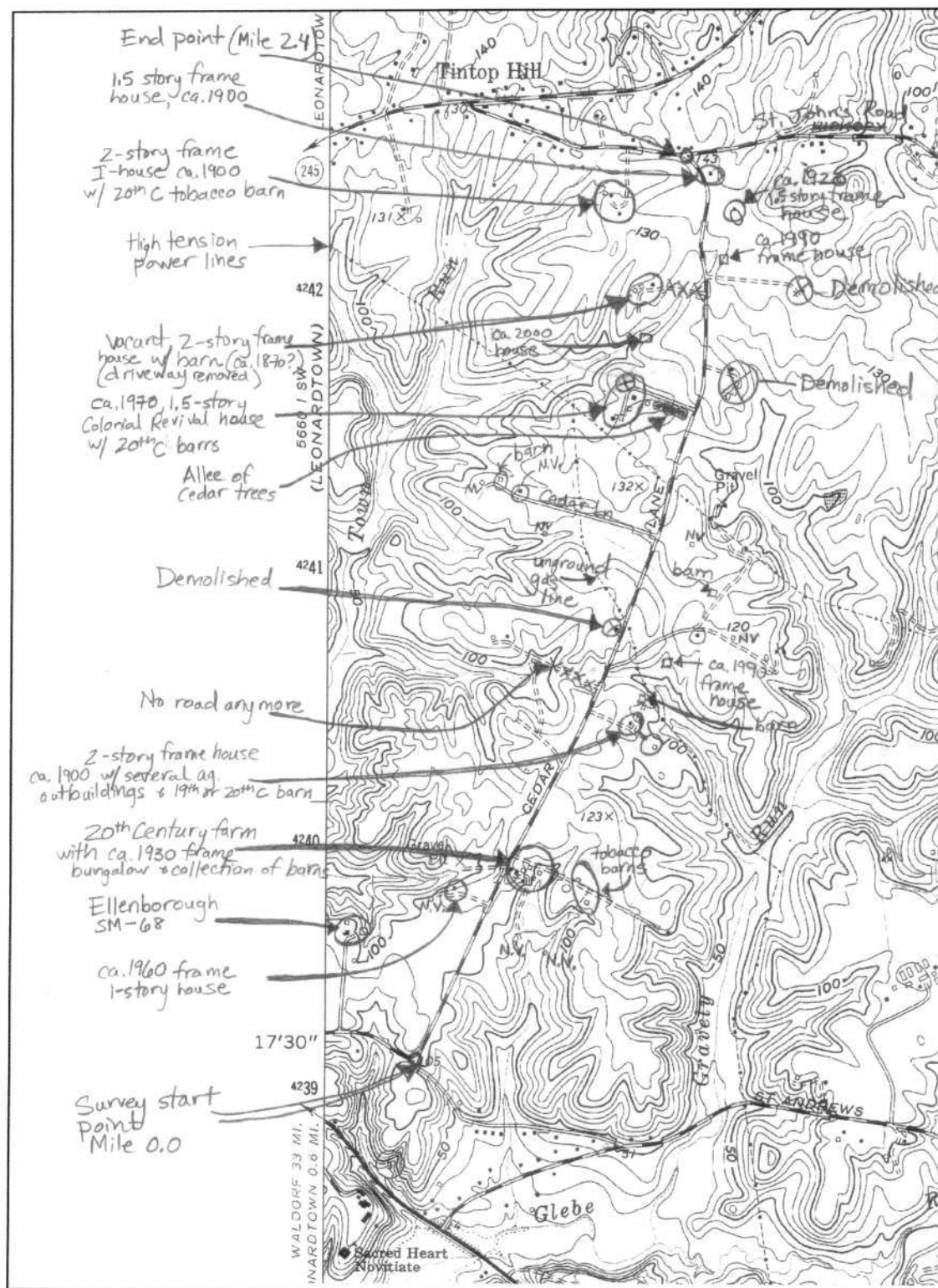
Number 8 Page 1

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#### 9. Major Bibliographical References

- Carr, Lois Green, Russell R. Menard, and Lorena S. Walsh. *Robert Cole's World; Agriculture and Society in Early Maryland*. Chapel Hill: The University of North Carolina Press, 1991.
- County Road Book, 1802-1853. Available at the St. Mary's County Courthouse.
- Hammett, Regina Combs. *History of St. Mary's County, Maryland, 1634-1990*. Ridge, MD: n.p., 1991.
- Le Viness, Charles T. *A History of Road Building in Maryland*. Baltimore: Maryland State Roads Commission, 1958.
- Marks, Bayly Ellen. "Rural Response to Urban Penetration: Baltimore and St. Mary's County, Maryland, 1790-1840." *Journal of Historical Geography* 8:2 (1982): 113-127.
- Maryland Inventory of Historic Places Forms, SM-7 and SM-68. Available at the Maryland Historical Trust.
- Ranzetta, Kirk. *Historic Resources of St. Mary's County, Maryland, 1600-1950*. National Register of Historic Place Multiple Property Documentation Form, 2000
- St. Mary's Beacon*, 4 May 1854, 14 June 1877, 18 June 1885, 25 June 1885, 1 October 1885.
- "Sotterley History." Electronic Resource: <http://www.sotterley.com/history.htm>.





SM-913 Cedar Lane Road  
Leonardtown vic.  
St. Mary's County, MD  
Resource Sketch Map  
Not to scale

Source: USGS "Hollywood"  
Quadrangle Map  
1984



SM-913 Cedar Lane Road  
Leonardtown vic.  
St. Mary's County, MD  
Location Map  
Scale 1:24,000



Source: USGS "Hollywood"  
Quadrangle Map  
1984



**SM-913**

**Cedar Lane Road**

Leonardtown vic.

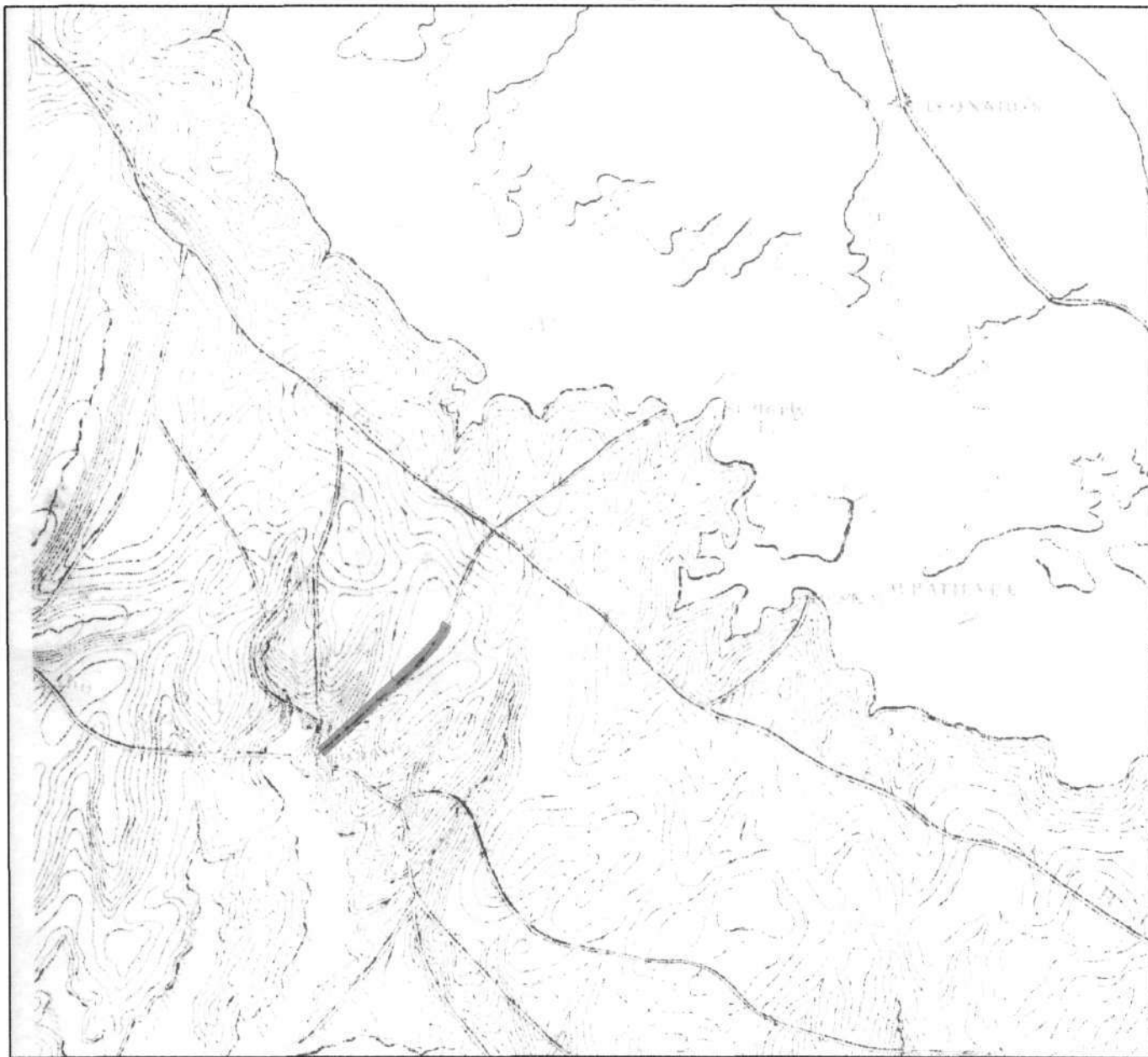
St. Mary's County,  
MD

2003 Aerial  
Orthophotos

Not to Scale

Source: St. Mary's County  
GIS Department, Zoning Map  
Viewer, 2006.

Service Provided by St. Mary's County



**SM-913**

**Cedar Lane Road**

Leonardtown vic.

St. Mary's County,  
MD

Historic Map

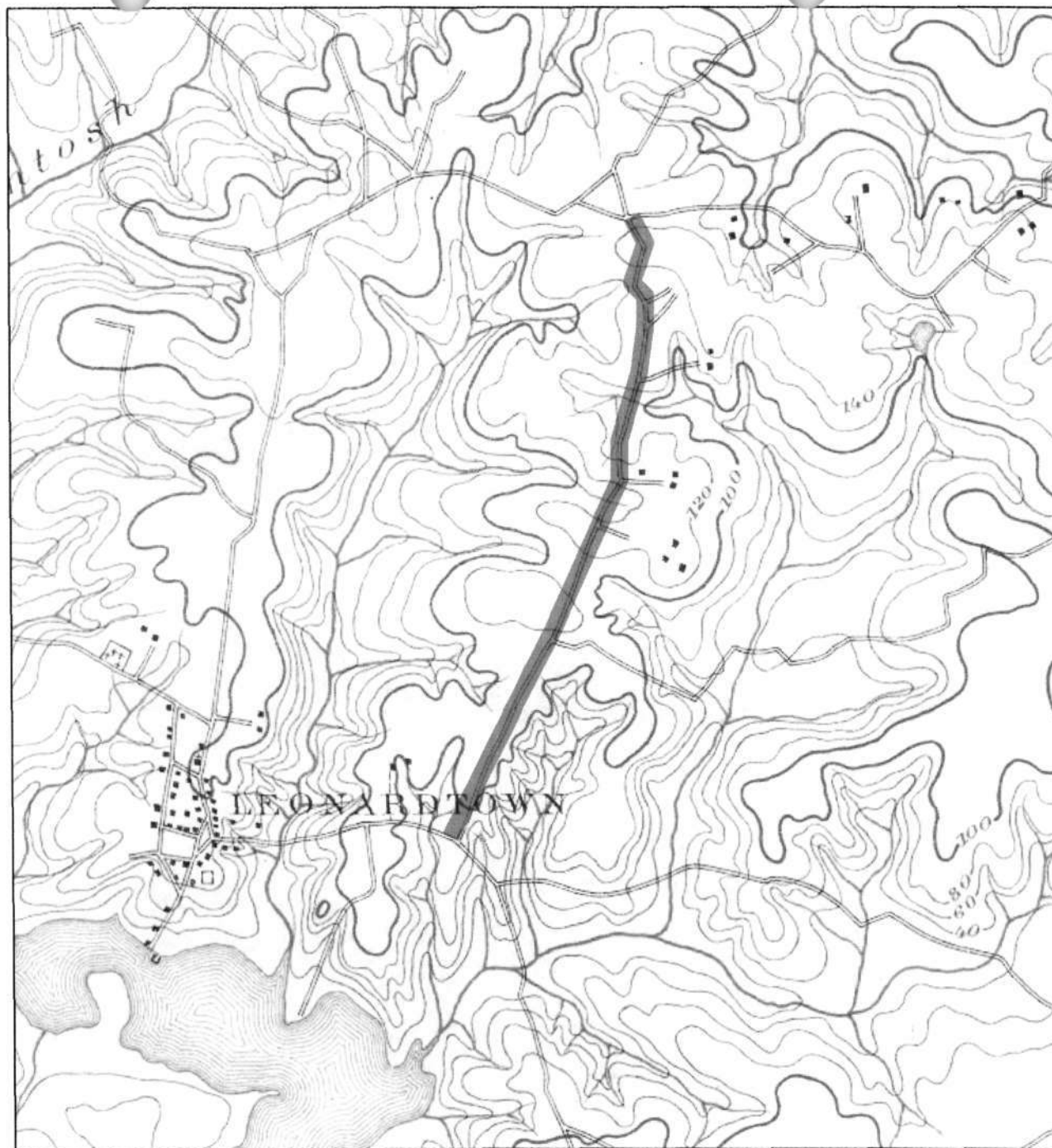
Not to Scale

Section of John H.  
Alexander's 1835 Map  
*Showing St. Mary's, Charles,  
and a Part of Prince George's  
Counties, on the Western  
Shore of Maryland.* The  
approximate location of Cedar  
Lane Road is highlighted.









**SM-913**

**Cedar Lane Road**

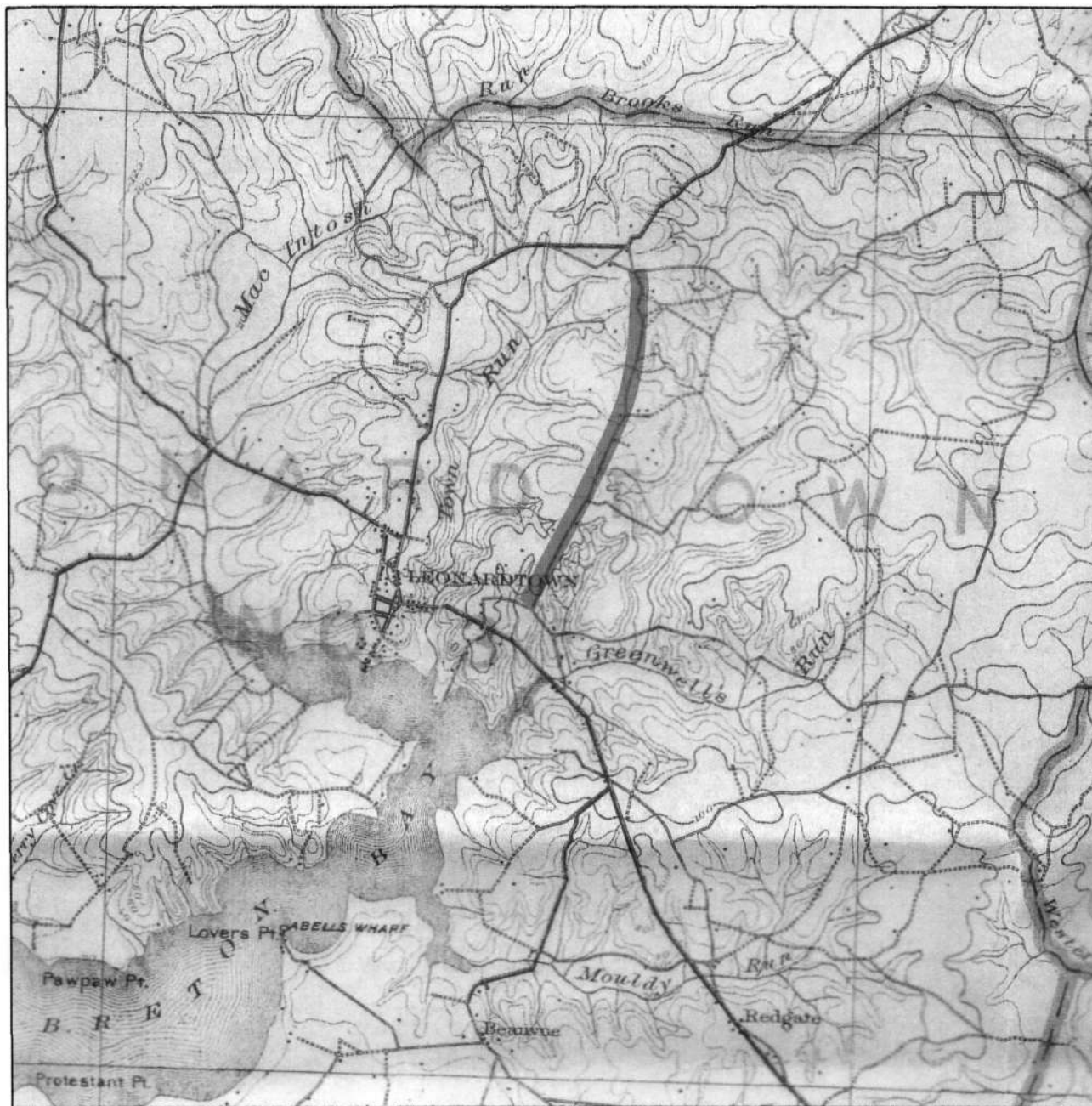
Leonardtown vic.

St. Mary's County,  
MD

Historic Map

Not to Scale

Section of United States  
Geological Survey, *Leonardtown*,  
*MD Quadrangle* (15 Minute  
Series), 1892. Maptech  
Historical Topographical Maps.  
The location of Cedar Lane Road  
is highlighted.



**SM-913**

**Cedar Lane Road**

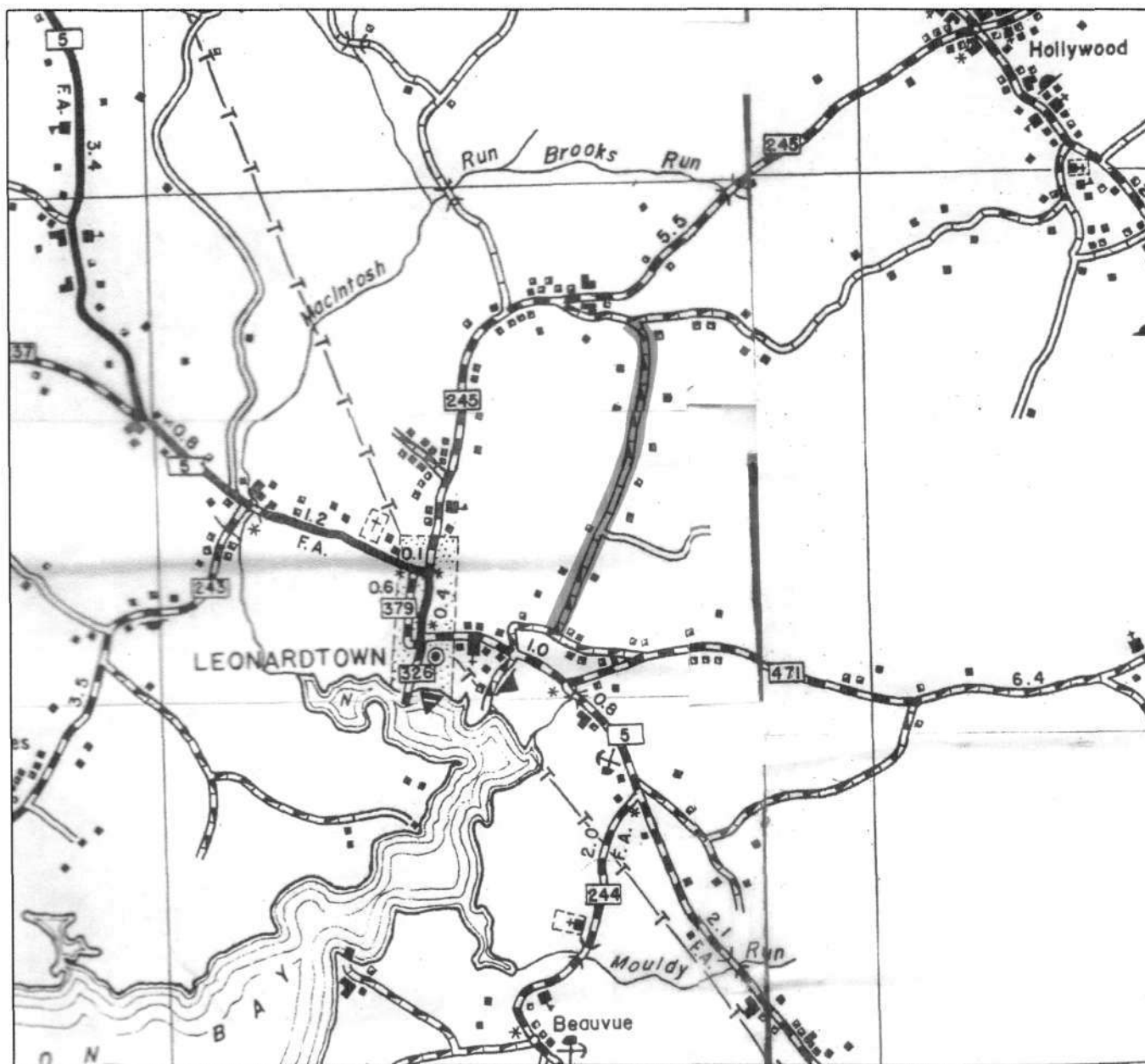
Leonardtown vic.

St. Mary's County,  
MD

Historic Map

Not to Scale

Section of Maryland Geological Survey, *Map of St. Mary's County Showing the Topography and Election Districts, 1929*. The location of Cedar Lane Road is highlighted.



**SM-913**

**Cedar Lane  
Road**

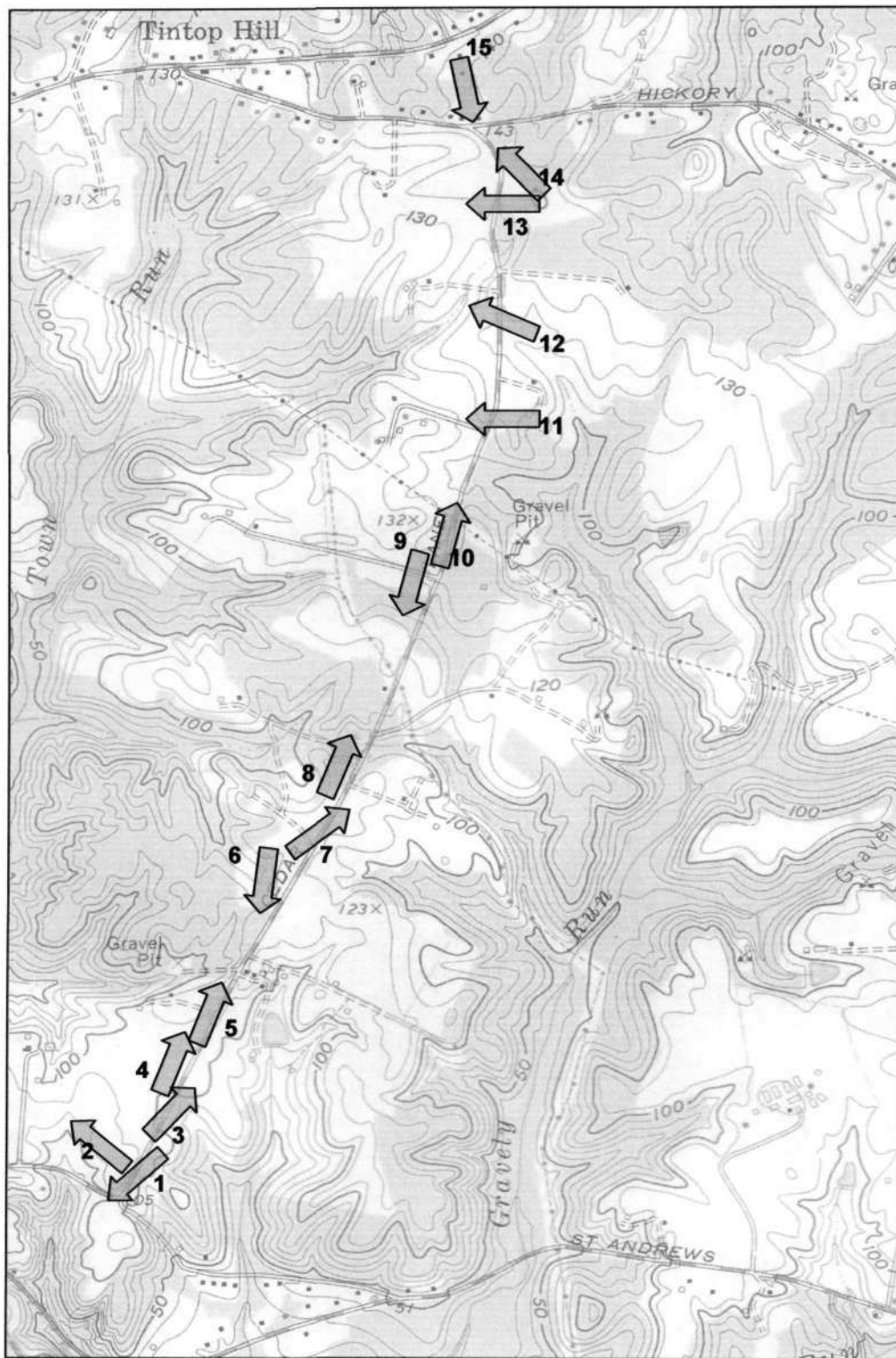
Leonardtown vic.

St. Mary's County,  
MD

Historic Map

Not to Scale

Section of Maryland State  
Roads Commission,  
*General Highway Map, St.  
Mary's County Maryland.*  
1937; revised 1939. The  
location of Cedar Lane  
Road is highlighted.



SM-913 Cedar Lane Road  
Leonardtown vic.  
St. Mary's County, MD  
Photo Location Key  
Not to scale



Source: USGS "Hollywood"  
Quadrangle Map  
1984





Mile 0.0, looking south at intersection of Cedar Lane Road and Blacksmith Shop Road  
1 of 15



Mile 0.15, View toward Ellenborough (SM-68) on west side of Cedar Lane Road  
2 of 15





Mile 0.15, looking NE  
3 of 15



Mile 0.25, looking NE up Cedar Lane Road  
4 of 15



Mile 0.4, looking NE to 20<sup>th</sup> century farmstead on east side of road (22950 Cedar Lane Road) 5 of 15



Mile 0.6, Looking SW to 20<sup>th</sup> century farmstead on east side of road (22950 Cedar Lane Road) 6 of 15



Mile 0.8, looking NE at late-19<sup>th</sup> or early 20<sup>th</sup> century farmstead on east side of road  
(23120 Cedar Lane Road) 7 of 15



Mile 0.9, looking NE to low area where road crosses a branch of Town Run  
8 of 15



Mile 1.3, looking SW back to low area where road crosses another branch of Town Run  
9 of 15





Mile 1.3, looking north with high-tension power lines and allee in distance  
10 of 15



Mile 1.6, Allee of cedar trees on south side of driveway leading to farmstead at 23445  
Cedar Lane Road 11 of 15



Mile 1.7, looking NW at abandoned farmstead on west side of road (account i.d. 1903016684)  
12 of 15



Mile 2.2, looking west at 20<sup>th</sup> century farmstead at 42323 St. John's Road  
13 of 15



Mile 2.2, looking north at final curve before intersection with St. John's Road  
14 of 15



Mile 2.4, looking south back down cedar Lane Road from intersection with St. John's  
Road 15 of 15